

King County Parks

East Lake Sammamish Master Plan Trail

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Developing this beautiful 11 mile trail corridor on the eastside of Lake Sammamish has been an important goal for King County Parks since 1998.

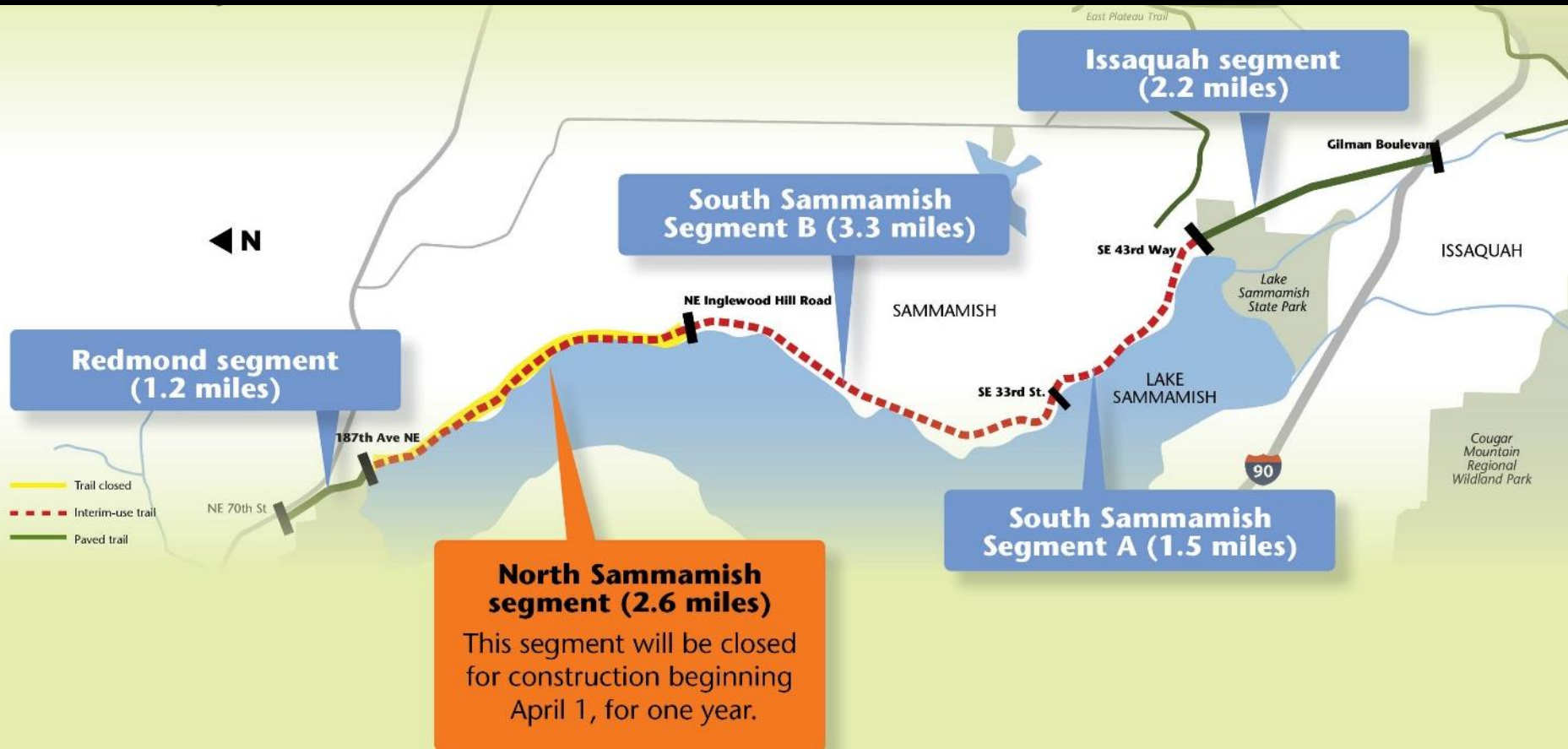
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Regional Trail System



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East Lake Sammamish Trail



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Paved trails provide greater access to people of all ages and abilities



Sammamish River Trail

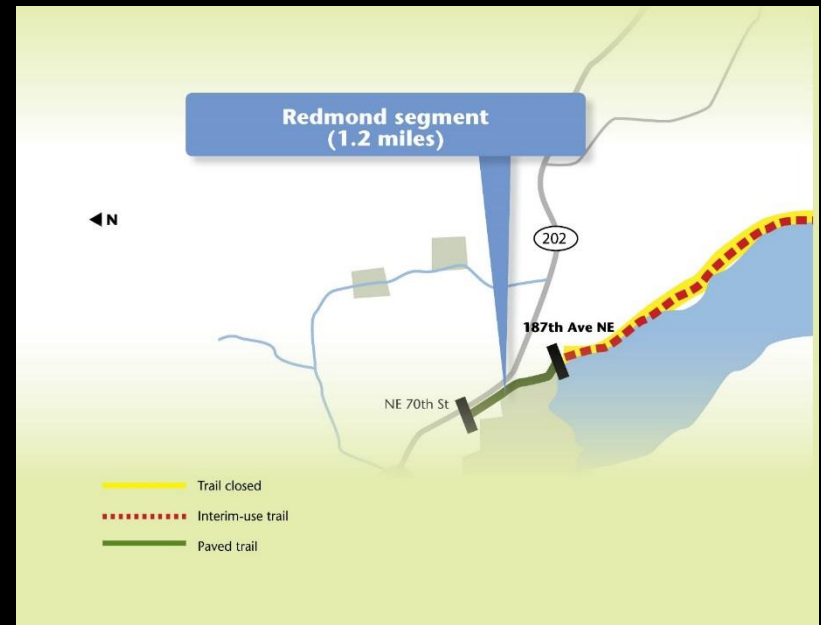


ELST Issaquah segment

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Redmond Segment

- The first ELST segment opened in November 2011 – linking the City of Redmond to the Sammamish River Trail.
- 1.2 miles, from NE 70th Street to 187th Ave NE
- Features a 77-stall parking lot between NE 65th and NE 70th streets.



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Redmond Segment Before Redevelopment



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Redmond Segment After Redevelopment



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Redmond Segment



- Features a 77-stall parking lot between NE 65th and NE 70th streets.

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Redmond Segment Trail Trivia – Did you know?

Trail redevelopment included:

- Placing 4,900 tons of crushed rock for the base of the trail and parking lot
- Building 3,709 feet of retaining walls
- Placing 2,200 tons of asphalt
- Enhancing almost 1 acre of wetland and wetland buffer, improving wildlife habitat
- Installing 2,500 feet of split rail fence and 4,000 feet of chain link fence

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Redmond Segment Trail Construction



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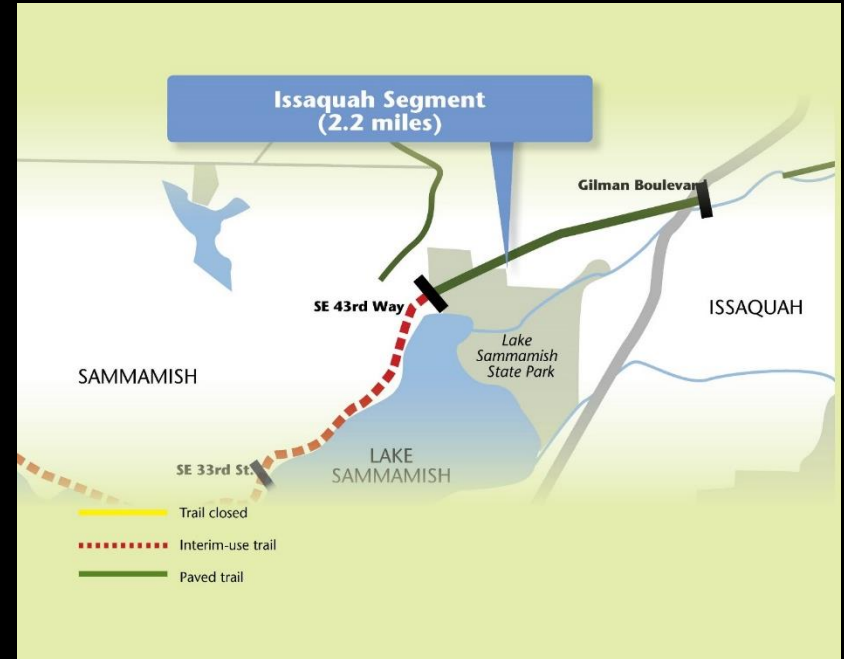
Redmond Segment After Redevelopment



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Issaquah Segment

- Opened June 2013
- Approximately 2.2 miles, from Gilman Blvd. to SE 43rd Way.
- Links the City of Issaquah, the Issaquah-Preston Trail and the Pickering Trail.



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Issaquah Segment Before Redevelopment



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Issaquah Segment After Redevelopment



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Issaquah Segment Trail Trivia – Did you know?

Trail redevelopment included:

- Constructing 7,626 feet of retaining walls
- Placing 5,200 tons of crushed rock for the trail base
- Placing 2,000 tons of asphalt for the trail
- Installing 12,450 feet of split rail fence and 3,670 feet of chain link fence
- Enhanced 1.9 acres of wetland and wetland buffers, improving wildlife habitat

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Issaquah Segment Trail Construction



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Issaquah Segment

Improved intersections and trail amenities



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Issaquah Segment

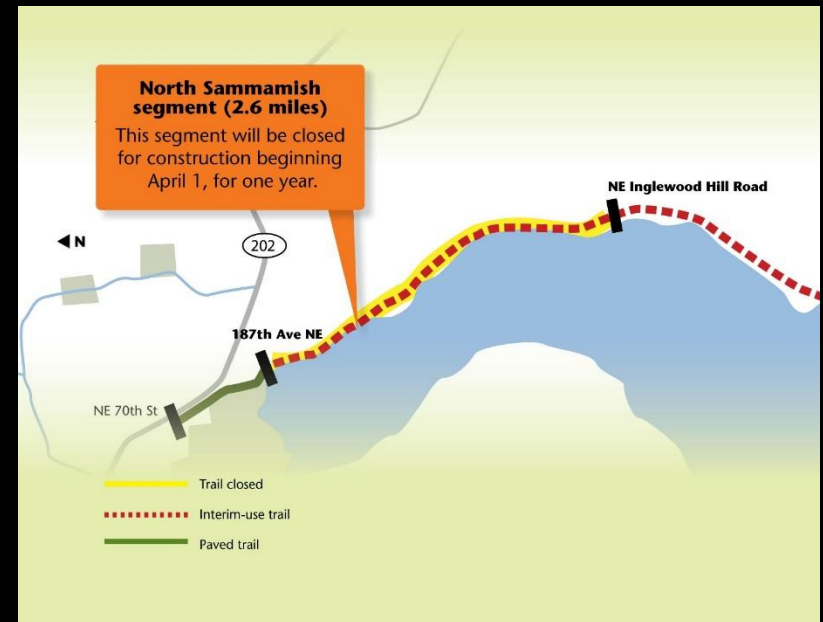
Wetland and Wetland Buffer Improvements



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North Sammamish Segment

- Construction is expected to begin April 1
- Approximately 2.6 miles, from 187th NE to NE Inglewood Hill Road
- Links to the Redmond trail segment, Inglewood Hill and Sammamish Landing Park



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North Sammamish Segment Before Redevelopment



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North Sammamish Segment What to expect during construction?

- At the beginning of construction, the contractor will:
 - Survey and stake the limits of work
 - Install construction fencing
 - Install tree protection
 - Install temporary erosion and sediment control
 - Begin removing trees and vegetation

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North Sammamish Segment Expected Construction Activities



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North Sammamish Segment Trail Trivia – Did you know?

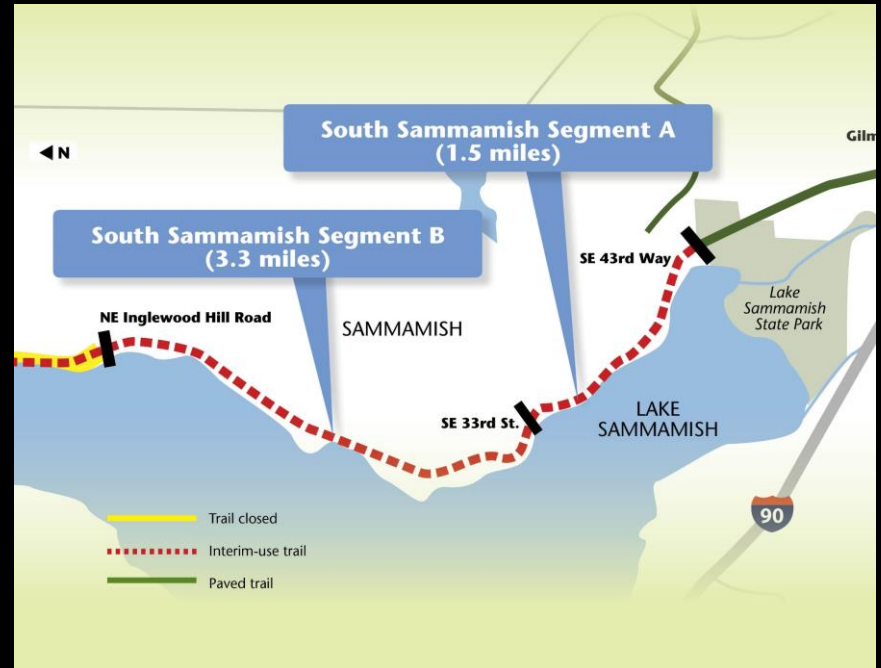
Redeveloping this trail segment includes:

- Constructing 27 retaining walls
- Installing 4 fish passable culverts
- Redeveloping 21 intersections
- Placing 5,850 tons of crushed rock for the trail base
- Placing 2,000 tons of asphalt
- Enhancing 1.09 acres of wetland and wetland buffers, improving wildlife habitat

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South Sammamish Segment A

- Approximately 1.4 miles, from SE 43rd Way to SE 33rd St.
- Links to the Issaquah trail segment
- Design is in progress
- Construction is anticipated to begin late spring 2015



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South Sammamish Segment A Before Redevelopment – Narrow Corridor



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South Sammamish Segment A Design Activities

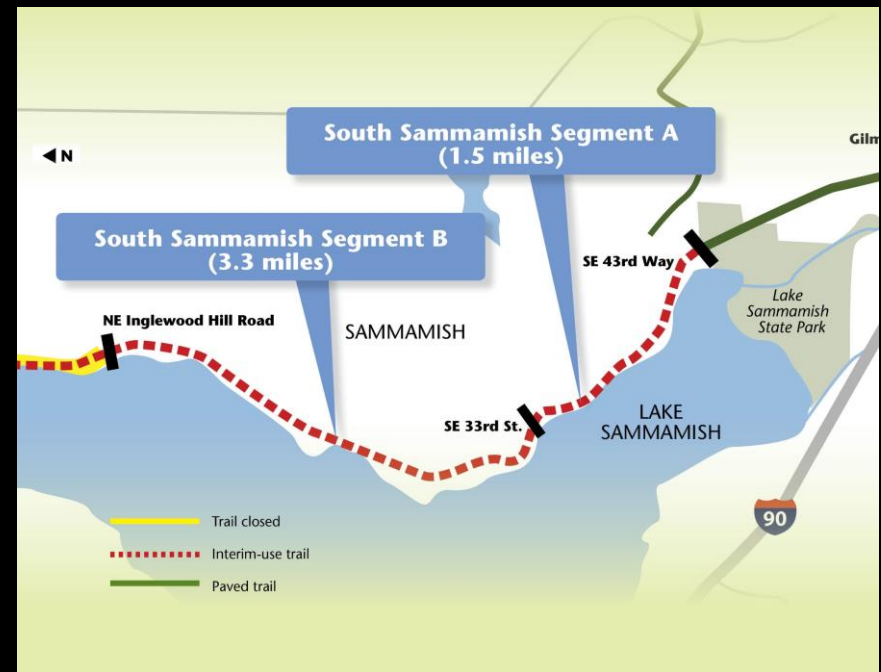
- Surveying the trail corridor to collect data on existing conditions, wetlands, and drainage
- Survey work helps to ensure the accuracy of design



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South Sammamish Segment B

- Approximately 3.4 miles, from NE Inglewood Hill Road to SE 33rd St.
- Completes the “missing link” in the 44-mile long regional trail corridor linking Seattle to the Eastside and the Cascade foothills.



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South Sammamish Segment B Before Redevelopment – Narrow Corridor



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South Sammamish Segment B Design Challenges

- Trail Intersections
- Adjacent wetlands and buffers
- Narrow corridor
- Limited access
- Steep terrain
- Close proximity to residences



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South Sammamish Segment B

Before Redevelopment – Challenging Intersections



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Parking Lot at Inglewood Hill Road

- The second of three parking lots planned for the trail corridor
- Includes a restroom facility
- Design will begin fall of 2014
- Construction is anticipated in 2017
(this date may change)

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Parking Lot at Inglewood Hill Road Before Redevelopment

Challenges Include:

- Constrained space
- Close proximity to Sammamish Parkway
- Steep slope to trail
- Limited access



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Parking Lot at SE 33rd Street

- Third parking lot planned for trail corridor
- Includes a restroom facility
- Design is anticipated to begin 2017
- Construction is anticipated in 2018
(this date may change)

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Parking Lot at SE 33rd St. Before Redevelopment

Future parking lot
located in the
heavily vegetated
area in the NE corner
of the intersection
shown



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Timeline

- **1998** - King County acquired rail corridor
- **2003** – Published interim use trail EIS
- **April 2006** – Interim use trail opened
- **May 2010** – Published Master Plan Trail EIS
- **Nov. 2011** – Redmond segment opened
- **June 2013** – Issaquah segment opened
- **April 2014** – Construct North Sammamish segment
- **Spring 2015** – North Sammamish segment anticipated opening

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Future phases (pending available funding)

- **2015** – Construct South Sammamish Segment A
- **2016** – Construct South Sammamish Segment B
- **2017** – Construct parking lot at Inglewood Hill
- **2019** – Construct parking lot at SE 33rd St.

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ELST – The Missing Link

The ELST is a safe, alternative transportation corridor and will complete the “missing link” in a 44-mile seamless urban regional trail corridor that includes the East Lake Sammamish, Issaquah High Point, Burke Gilman and Sammamish River Trails to link Seattle to the suburban cities and the Cascade Foothills.

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Thank you for your patience and support during design and construction of this important regional trail

